

Reorganisation of ECAC's environmental activities

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Next November will see the launch of a new structure for environmental activities at ECAC. From up to eight working groups, environmental issues will be spread across two new working groups in the future, supervised by an overarching entity. ECAC Focal Point for Environmental matters and Director General of Civil Aviation for France Patrick Gandil presents how this structural change will streamline European efforts to tackle sustainable aviation challenges.

► The background of this reorganisation

This reorganisation is the outcome of an in-depth reflection on the organisation of environmental activities, a process that started over a year ago at ECAC.

A NEED FOR THE PRESENT STRUCTURE TO EVOLVE

In April 2016, ECAC Coordinating Committee members decided to task the Focal Point for Environmental matters with reviewing the current functioning and suggesting a new mechanism to better supervise activities and give the necessary political orientations.

In the meantime, the outcome of the 39th ICAO Assembly in September 2016 with – amongst other decisions – the adoption of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), was to have practical implications on the sharing of activities amongst existing ECAC groups, creating some overlaps and potential inefficiencies. Indeed, most of the ICAO work relating to the implementation of CORSIA is undertaken by the ICAO Committee on Aviation and Environmental Protection (CAEP).

OPTIMISING RESOURCES, FOSTERING EXPERTISE

Additionally, this reform aims at increasing the efficiency in the use of limited resources and developing expertise throughout ECAC States in the field of environment, notably by separating the “production” and “information” functions of working groups.

Finally, environmental issues have gained in complexity over the years, and the need for expertise in the matter has become a pressing problem. The Coordinating Committee and later the ECAC Directors General saw value in putting together a new structure that would better address European capacity-building

needs in order to develop the required expertise in Member States.

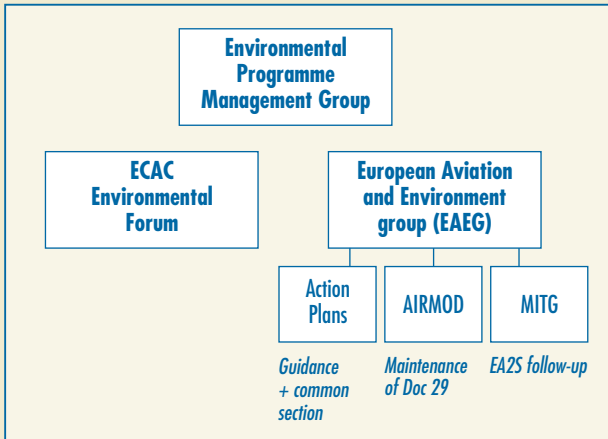
► Main future tasks in matters of environment

A starting point to design an efficient and enabling new structure for ECAC's environmental activities was to identify the tasks planned in the coming years and to establish a structure as resilient as possible to the evolution of needs. The identification of these tasks can be summarised as follows:

- Contributing to ICAO's Standards and Recommended Practices (SARPs) and guidance on CORSIA and supporting States in the implementation of the ECAC Bratislava Declaration (*adopted on 2 September 2016, the Bratislava Declaration reflects ECAC Member States' commitment to engage in the CORSIA agreement as from its first phase*);
- Contributing to ICAO's Committee on Aviation Environmental Protection (CAEP) on issues other than CORSIA, for instance relating to noise, non-volatile particulate matter, alternative fuels, etc., and preparing for the related CAEP meetings;
- Supporting European Council members with briefing material;
- Preparing ICAO High-level Conference on Alternative Fuels;
- Updating European Action Plans for emissions reduction by June 2018;
- Monitoring of European environmental modelling of interdependencies;
- Maintaining and developing ECAC's report on a standard method for noise modelling (comprised in ECAC Doc 29, 4th edition);
- Further harmonising European policies on noise, local air quality and climate change; and
- Capacity building.

► Main features of new structure

The main thrust of the proposal consists in restructuring environmental work along three main elements, according to the nature of the activities, rather than according to the subjects addressed, as is currently the case.



ENVIRONMENTAL PROGRAMME MANAGEMENT GROUP (EPMG)

This overarching group will be chaired by the ECAC Focal Point and comprise the chairpersons of the two other elements of the new structure. It will supervise all environmental activities, steer the expert groups and communicate with them through the chairs’ reports, including on the thrust of debates taking place in the Environmental Forum. The EPMG will hold biannual meetings, possibly ahead of DGCA meetings.

EUROPEAN AVIATION AND ENVIRONMENT WORKING GROUP (EAEG)

The European Aviation and Environment Working Group will be co-chaired by one representative of an ECAC Member State and one of the European Commission (except for activities not involving EU competencies). The group will be composed of European CAEP members and observers, EASA and EUROCONTROL. It will also be open to “non-CAEP members” able to bring expertise and committed to actively contributing. It will be competent for addressing the activities listed above, and any activity arising from evolving needs, following approval by EPMG.

ECAC ENVIRONMENTAL FORUM

Chaired by a representative of an ECAC State, the Environmental Forum will ensure the sharing of information and best practices throughout ECAC States. It will also be in charge of building capacity, hosting debate and fostering dialogue with the industry and environmental NGOs. It will report and provide feedback to EPMG. The Forum will comprise representatives of all ECAC States and European organisations as well as stakeholders. Potentially, non-ECAC Member States, ECAC’s sister organisations and bilateral partners could also be invited to attend. Additionally, this Forum could be the platform for developing capacity building activities as per the commitment taken by ECAC Member States in the Bratislava Declaration regarding the implementation of CORSIA. In order to ensure good overall policy coordination in Europe, the agenda will be set in close cooperation with the European Commission, in particular for issues involving competencies of the European Union. The Forum will meet once or twice a year, according to the needs.

Additionally, small temporary or permanent specialised groups could be tasked with the provision of technical input into the *European Aviation and Environment Working Group*. ■

Eventually, the reorganisation also aims at supporting the development of the necessary expertise throughout ECAC States, in particular in relation to the commitment taken in the Bratislava Declaration. After the ICAO CORSIA regional seminars, States should have more visibility on what will be expected from them for implementation. This should allow ECAC to undertake an inventory of needs and available resources, in close cooperation with ICAO, EASA and EUROCONTROL. This would represent the first step towards the development of capacity-building activities. On that basis, there will be more visibility on possible gaps to be filled. The second step will consist in exploring options for addressing them, including in close partnership with EASA, EUROCONTROL and ICAO.

Patrick Gandil has spent his career within the French Department of Public Works and Transport in several positions at headquarters and regional offices, with an exception from 1995 to 1997 when he was Deputy Director in the Cabinet of the Minister for State Reform, Decentralisation and Public Services. From 1979 to 2005, he held a number of high-level positions in this department: as Deputy Director of the regional office of “Haute Saône” (1981 to 1984), and Director of “Val d’Oise” (1994 to 1995), before heading the Airports Department at the DGAC (1997 to 1999) and the Roads and Highways Directorate (1999 to 2003). He was then called to the cabinet of the Minister where he acted as Head of Cabinet from 2003 to 2005. Mr Gandil was promoted to the post of Director General of Civil Aviation in 2007. He is currently also President of the Provisional Council of EUROCONTROL. Mr Gandil graduated from the École polytechnique in 1975, and from the École nationale des Ponts et Chaussées in 1980, where he later gave classes from 1986 to 1996. He received the distinction of “Chevalier de la Légion d’honneur” in 1999 and “Officier de l’ordre national du mérite” in 2007. Mr Gandil holds a private pilot’s licence.